

Design Exception Request Processing

An inventory of the project design elements prepared as part of the project concept report should identify those items that are substandard and will require upgrading or a request for design exception.

Under the Federal Highway Administration (FHWA) stewardship agreement, the Utah Department of Transportation (UDOT) can approve design exceptions for:

- State Administered Projects (both NHS and non-NHS)
- State Administered Local Agency Project

On a case-by-case basis under the FHWA stewardship agreement, the UDOT can approve design exceptions for:

- 3R Projects on the NHS

FHWA delegation of approval does not extend to design exceptions which reduce existing dimensions or conditions on the Interstate System. In general, it is UDOT policy that lane and shoulder pavement widths on the NHS will not be reduced by 3R pavement overlays.

Documentation of design exceptions for UDOT approval must be the same as for projects requiring full FHWA involvement. Projects with an * in front of the project number always require full FHWA involvement.

Design exception requests can be initiated as early as the project concept phase. Design exception requests must be submitted prior to or along with the DSR (design study report) for approval. All design exception requests are submitted directly to the UDOT Project Development Engineer (4 copies). In the submittal please designate if the request needs to be forwarded to FHWA for approval. Early submittal of design exceptions is encouraged to prevent project delays.

Maintenance orange book projects will not require design exception requests for the following:

- minor concrete curb and gutter repair
- culvert extensions
- pavement preservation procedures that do not reduce lane and shoulder widths (plant mix and chip seals, micro surfacing, and slurry seals)
- structure painting